

INTIMATIONS

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NOTICE.

Owing to the high rate of exchange ruling, 20% discount will be allowed on Victrolas and Victor Records for cash with order, and 10% discount on monthly accounts, from 1st September.

S. Moutrie & Co., Ltd.

WHITE DRESS WAISTCOATS

FROM \$4.00 each.

Made of light weight Pique, lined Aertex Cellular cloth and with Aertex Cellular cloth back. Undoubtedly the most cool and comfortable. Waistcoats for Evening Dress Wear.

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THEATRE ROYAL.

LAST 2 NIGHTS! LAST 2 NIGHTS!!

J. R. WILLADSEN

PRESENTS THE

FRAWLEY COY.

TO-NIGHT:-

"SUNDAY."

THURSDAY, 6TH SEPT. "PAID IN FULL" AND VAUDEVILLE.

Curtain Rises at 9.15 p.m.

PRICES \$3, \$2 AND \$1.

BOOKING AT MOUTRIE'S.



WHY SHOULD ONE DRINK No. 10 WHISKY?

BECAUSE ONE OUGHT.

DONNELLY & WHYTE,

SOLE AGENTS.

TELEPHONE No. 638.

THE ENEMY SHIPS LEASED

CHINESE COMPANY TO RUN 12 VESSELS.

NO RE-CHARTERING ALLOWED.

After several weeks of diplomatic discussion, the question of the disposal of the enemy ships in China waters, taken over by the Chinese Government when war was declared against the Central Powers, has been definitely settled at Peking. The former German and Austrian ships are soon to be on the high seas again, and under the Chinese flag. All question of their disposal or charter to foreign governments or subjects is settled. The ships have been chartered by a Chinese company composed of influential moneyed men of various provinces.

Mr. Sah, Commissioner for Foreign Affairs, has informed the *N.C. Daily* that he believes the new corporation to be composed of various Chinese of wealth and from several provinces. It could also be stated that the agreement provided that the handling of Chinese produce would be given preference over all other cargo, and there was in all probability a clause in the agreement prohibiting the charterers from re-chartering, especially to foreigners.

STRONG COMPETITION.

The Chinese Government authorities at Shanghai and at Peking have been strongly pressed, by several interests who were competing for the privilege of acquiring the use of the 12 steamers which aggregate more than 30,000 tons gross, and it has only been after exercising a considerable amount of firm diplomacy that the matter has at last been settled. Some southern interests in particular have been extremely anxious to get the ships, and the number of men, some of the "influential" class, who have been clamouring for them has been more than a few—men who wished to charter only to re-charter at once and make a handsome profit on the turnover. It seems to have been generally understood in Japan, too, that one of the large Japanese shipping companies would buy or charter the ships, and there have been rumours to the effect that certain Chinese would secure the possession of the vessels for the purpose of selling to Japanese interests.

NAMES OF THE SHIPS.

It is understood that while the ships are chartered to a private company, they will be under Government control.

The steamers are:

	tons gross.
China	Austrian 4,220
Silesia	Austrian 3,174
Bohemia	Austrian 4,224
Slovakia	German 4,840
D. Rickmers	German 4,176
Albany	German 4,291
Mein	German 1,682
Mein	German 1,682
Porto	German 1,120

Two German ships at Amoy and one at another port, all small, are included in the agreement, making 12 in all.

The three boats first named belonged to the Austrian Lloyd line and plied between Trieste and Japan, the three having good passenger and cargo accommodation. An effort was made over a year ago by the China Mail line to buy these ships from the Austrian Lloyd, but the negotiations fell through, perhaps because the would-be purchasers, Chinese, were informed that the transfer might not be recognized by the belligerents and that the ships might be subject to seizure on the high seas as enemy ships.

The *Mein* and *Mein* were well-known river steamers plying to Hankow, for the N.D.L. (Melchers); the *Slovakia* was a Tsingtao boat of the Hamburg-American line and the *Albany* and *D. Rickmers* were outside cargo boats. The *Porto*, a small craft, first took refuge at Nanjing and came into Shanghai early last year; the others have all been in port since the outbreak of war in August, 1914.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient, of Saigon, in their report dated August 24th, state:-

Our market is slightly weaker but at a standstill except for some purchases for Government account.

The total amount of rice exported from the 1st January to the 21st August is 796,260 tons, against 854,910 tons in 1916.

We quote to-day:-White rice, No. 2 Sifted Japan quality, Hongkong dollars 2.55 per picul f.o.b. Saigon, for September shipment.

CENSORSHIP IN WAR.

Lord Northcliffe, interviewed by a representative of the United Press Association in regard to the censorship, said: "If the censorship has the effect of saving the life of a single American, it is worth while. People are prone to consider that it is newspaper leakages which open the eyes of the public rather than private cables, which in reality have a deadly power. The opening of all overseas mails is essential. A newspaper censorship is a comparatively simple matter when helped by the goodwill of the newspapers themselves, which in England frequently assist the censors.

"The early eccentricities of the British censorship are best forgotten. Democracies are entitled to the fullest news of their soldiers. The more news, the fewer the ugly rumours. Press comment is invaluable to democratic Governments. Newspapers focus the ideas and suggestions of a million watchful minds, and often afford valuable assistance to Government departments. The systematic publication of both good and bad news results in confidence being reposed in the Governments of democracies." Lord Northcliffe detailed the working of the British censorship.

HARDEN'S SUPPRESSION.

THE CENSORED ARTICLE.

Herr Harden's article in the *Zukunft* of June 30th, which caused him to be suppressed once more by the censor, was a fairly scathing criticism of all the recent proceedings of the German Government, and especially of the Foreign Office.

Herr Harden reviewed once more the efforts to make capital out of the Russian Revolution. He argued that it might conceivably have been possible for Germany to imitate the methods by which Frederick the Great ended the Seven Years War after the death of the Empress Elizabeth of Russia; but it would have been necessary to act promptly and to make complete concessions, and the achievement would have required powerful statesmanship instead of the "Swiss pills," which merely reminded foreign countries of Herr Zimmermann's proposals to Mexico. Harden says that the Allies gradually reconciled themselves to the worst disappointments that could possibly come from Russia, and explained how the Russian situation gradually improved.

He then ridicules, by quoting the most damaging utterances of the French Press, the German arguments about Alsace-Lorraine, and pours contempt on the Scheidemann intrigues at Stockholm. But it is presumably the end of the article which has sealed the fate of the *Zukunft*. Herr Harden writes:-

We are not permitted to doubt the truth of the highly semi-official statement of the *North-German Gazette* that no tasty separate peace was secretly offered to the Russians, and that "Herr Hoffmann's (Was the private initiative Herr Hoffmann's?) So the rumours about wireless messages from an Army leader are not true; Herr Hoffmann has represented Germany's peace conditions as he himself conceives them (and therefore lost his seat in the Bernese Council and the control of Switzerland's international business); the Grimm peril did not come from the black kitchen of Caranizism. Very well. But now follows a bad sentence: "The Paris utterances," says the *North-German Gazette*, "can only have the object of diverting from such efforts, by terrorism, neutral persons, who, for motives of humanity, are working for the conclusion of the war." A hundred times we have read that France is worn out from loss of blood and is itching for peace; now France is accused of frightening neutrals away from the work of mediation.

BERNHARD'S HUMANITARIAN POSSESSOR. Herr von Bernhardt is like neither Buddha nor a preacher in the mountains. He who hopes for his world to be saved by heavy guns, poisoned gas, mines, flame-throwers, submarines, and air-bombs must do without a reputation for sublime humanity. Every child understands that. Are impartial neutrals, then, to learn to dream with their eyes open that in the pure scales of the North Germans gentle humanity weighs heavier than the rattling armour of power? The neutrals will never learn it. The sentence which I have quoted tells them only that Germany's longing for peace is stronger than the longing of France. A writer or a speaker, although speaking only for himself, would be punished for such a hint. Is it to be permitted to our rulers, for whose words the nation is made responsible? Are they allowed, by slandering an enemy who is not yet ready to conclude peace, and by insisting all too loudly upon their deep belief in the nearness of peace, to nourish the mad, but dominating, belief that Germany is more weary than the league of her enemies? Must we not at least demand that our rulers shall learn, and apply properly, the principles of psychology and acoustics? Must we not demand that, before they choose new weapons, and even before they resume the use of old weapons, they shall think out to the end every possible effect—not only the effect which is desired by the commander in the field?

Russia is an Islam whose fighting strength cannot be measured to-day, and perhaps not to-morrow. America is the home of fresh hope. We should not hear the groan that it is impossible to do anything against the German Empire of Hell, until Russia had proved a complete disappointment, and until America had staked in vain her men, her industry, and her abundance of money. He who waits for miracles paralyses his own will. And only a miracle could give us peace quickly—a miracle which smashes our enemies, or a miracle which welds Germany's actions with the majority of the world. Only the second miracle can be performed by human forces.

AIMS OF THE ALLIES. GERMANY'S CHOICE. The aim of the peoples that are our enemies is democracy; the right of every race that is ripe for independent existence to decide its own lot; honest, and not merely pretended, reduction of the burden of armaments; a system of arbitration to which all who are suspect of guilty responsibility, whether great or small, for the outbreak of war must submit, and the accomplishment of whose judgments all States admitted to the league of civilized peoples would have to guarantee; a state of things which would arm the law against the arrogance of violence, which would threaten with death those who risked an attack, which would remove from the will of a mortal man and put upon the community of peoples the decision between peace and war, and which would hedge in the sovereignty of all Empires by the admission of an international right of control about as narrowly as the Socialism already recognized by the State has hedged in the sovereign rights of the individual.

If Germany sees the great signs of the times illuminating this aim from above, peace—since agreement about every other point would easily be possible—is attainable to-morrow. If a state of things for which millions of men are yearning seems to Germany a disgrace, she must go on fighting until one group is victorious and the other sinks into impotence. That is the reality, as it appears to the eyes of the fearless student, when the phrases used in both camps have been removed. He who wants to paint the face of reality because he cannot bear the look upon it must go down into the darkness. Only the people's will can be responsible, but before it makes its choice the spirit of statesmanship must illuminate its paths.

BOMBARDMENT OF REIMS.

The systematic and wanton destruction of Reims Cathedral, the tragedy and the crime of it, still continues, telegraphed the special correspondent of the *Times* with the French army on July 3rd. When I last visited the town eight months ago the case was, I thought, as bad as it could be. It is infinitely worse now.

Since the beginning of the French offensive on April 10th the enemy has greatly increased the intensity of the fire poured upon it from the batteries on Brimont and Nogent l'Abesee. During the fortnight between June 15th and June 28th the figures of the number of shells of all calibres, from 77mm's to 380mm's, that fell in the town in each 24 hours were:-

	Shells.
June 15th	206
16th	1,211
17th (day of President's visit)	2,000
18th	317
19th	2,431
20th	400
21st	945
22nd	1,330
23rd	625
24th	1,870
25th	1,517
26th	1,400
27th	600
28th	1,200
	16,032

This gives a daily average of over 1,100. On June 25th, 26th, and 28th respectively three, five, and eight of them hit the Cathedral, which, since the beginning of the war, has received between 600 and 700 shells. Of these over 50 have been shells of the heaviest calibres, 240mm's, 305mm's, and 380mm's. One of the 305's crashed through the south wall and dug a great hole in the floor, without bursting. It has been left standing on a concrete pavement close to the entrance as a concrete example of the kind of ammunition with which the enemy is carrying on his vile work of destruction.

In the streets behind the Cathedral, on each side of it, and in the open square in front, there are several huge craters (nine, I think, in all) made by 380's which just missed their mark. On the west facade, which is protected by its position from direct hits, the weather is gradually flaking away the surface and finishing the ruin begun by the flames of the burning scaffolding. The state of the other three walls, with their flying buttresses and pinnacles and windows, is even more deplorable.

THE LAST THREE MONTHS.

The bombardment of the last three months has done far more damage than all the other months of the war put together. In the south wall especially and in the roof of the Choir, above the pile of rubble which marks the site of the high altar, there are wide, gaping chasms where shell after shell has enlarged the same openings, so that the wonder is that in these places the fabric holds together at all. Practically all the beautiful old glass is gone, and the floor of the nave, which looks like a rough road in the making, is thickly strewn with broken and twisted fragments of lead; chips of brilliant coloured glass, and masses of stone and mortar, among which, at regular intervals there are rows of neat little heaps of sifted earth and rubbish, from which the workmen have carefully gleaned every atom of the debris that can be used to piece together or repair windows and stonework when the gigantic task of restoration is taken in hand.

The faith of these Frenchmen is a thing to wonder at. Every one about the place, the old architect, who has worked on the Cathedral all his life, caretaker—who can tell you the story of each shell that has pierced the walls or the roof, and firmly believes that some which hit the fabric without doing any damage were stayed by the hand of God—and, most of all, the silver-haired old Cardinal Archbishop, Mgr. Leger, who with the utmost bravery and devotion has stuck to his post as the guardian of the house of God and father of his poor through the whole of the bombardment, have an unshakable conviction that, whatever ruin the guns of the enemy have done and may yet do to the sacred building, it will and must be raised up again to the glory of God and of France.

SHELLS THICKEST NEAR CATHEDRAL.

Seventeen shells have fallen on the Archbishop's Palace, the houses round it are wrecked and deserted, for the Cathedral quarter has been more mercilessly shelled than any other in the town and yet to look at the brave old face and hear the Archbishop talk you would never imagine that for months and months he has been living in one of the most dangerous places on the French front. In all France I have not seen during the war a face so serene and even happy. He has endured, as a good soldier of Christ, he has won the right to wear the Cross of the Legion of Honour, as well as the cross of his calling and office; and now that he wants more than anything else the means to provide for the needs of his people, not only for the 5,000 still living in the town, but for the others when they come back. Can there be any doubt that in both respects the faith that is in him will be justified?

But in Reims they are all brave and all have faith in the destinies of their country, the Mayor and his colleagues, who are forced to hold their municipal meetings underground, and the working men and women who carry on as if there were no such things as shells, no less than their spiritual pastor. Their town is a city of the dead. Whole streets of it are in ruins; scores of houses have been gutted by fire; hundreds and hundreds have been smashed and splintered; in street after street you see not a living

(Continued at foot of next column.)

LABOUR AFTER THE WAR

LORD LEVERHULME ADVOCATES A SIX HOURS' DAY.

Lord Leverhulme was the guest at a very numerous luncheon given recently by the Aldwych Club at the Connaught Rooms. Sir Thomas Dewar was in the chair.

The Chairman, in proposing Lord Leverhulme's health, congratulated him on his promotion to the peerage, and said the head of the house of Lever Brothers bore lightly on his shoulders responsibilities equal to those of many a small State.

Lord Leverhulme said we had been wont to consider the Germans as patterns of efficiency and organisation and every commercial virtue. Modern civilisation had been built up, on certain inventions. How many of these had the Germans given to the world, and how many the English races here and on the other side of the Atlantic? Consider the implements of warfare which the Germans were directing against us—the submarine, the aeroplane, the torpedo, the machine-gun, the breech-loader, the Drendought, the explosive mine—all inventions of the English-speaking race. And then the implements of peace, none were German. All that this country need ask for from its Government was reasonable protection in any other sense; he was a believer in Free Trade. The present antagonism between Capital and Labour ought not to exist. There must be co-partnership; but it must not be on other than strict business lines; there should be no charity, about it, and co-partnership must not result in the weakening of management. Perhaps some of those he was addressing worked sixteen hours a day, but they must not think that that was comparable to eight hours a day doing mechanical work in a factory. Production was now done by machinery. Every reduction in the hours of labour had resulted in an increase of output, and we could, if we were interested in our work, produce as much in six hours as we were producing in eight. Evening schools were a failure, because the boys and girls were weary after their day's work, but if the workers were given two hours' schooling in the morning and afternoon from the age of 14 to 30, we should get a product superior to that which we now get from the universities. We should be able in this way to continue physical education, and the men would be trained to military service without military barracks and the waste of time which ordinary militarism involved. This was but a feeble outline of the vision he had of meeting the conditions after the war. (Cheers.)

Mr. Solfridge, in moving a vote of thanks, said that when he heard that Lord Leverhulme was to address them, a six hours' day he had been slightly sceptical, but he had been deeply impressed by the interesting and convincing argument to which they had listened.

HONGKONG POLICE RESERVE.

RIFLES.

Men returning Rifles to store when going on leave will at the same time return their oil-bottles and pull-through or cleaning-rods.

All ranks are reminded that the Armoury is open every Tuesday and Friday evenings from 5.15 to 6 o'clock, when Sergeant Fisher will attend to any defects in Rifles and will issue or receive Rifles and cleaning gear as required.

WINTER UNIFORM.

Preparatory to issue of Winter Uniform, Equipment officers will make the following separate returns to this office:-

- (1) Collar number, rank, name and unit of members to whom no Winter Uniform has yet been issued.
- (2) Similar particulars respecting those in possession of Winter Uniform but which requires exchange or alteration.

These returns are to be made on or before September 15th.

BAND PRACTICES FOR SEPTEMBER AT 6 P.M.

Friday, 7th, 14th, 21st, and 28th; Tuesday, 11th, 18th, and 25th.

ORCHESTRA PRACTICE FOR SEPT. AT 6 P.M.

Monday, 10th, 17th, and 24th.

MUSIC CLASS FOR SEPTEMBER AT 6 P.M.

Wednesday, 12th; Wednesday, 19th; Thursday, 20th; Wednesday, 26th.

DRUMMEES AND BUGLERS' PRACTICES.

Monday, September 10th, 17th, and 24th; Wednesday, September 5th, 12th, 19th, and 26th; Friday, September 7th, 14th, 21st, and 28th.

(Ed.) T. F. Hough, A.S.P. (Reserve).

4th September, 1917.

soul, nothing but grass growing between the stones and shell splinters as thick as shells on the beach. Every wall that is still standing is pitted and scored by the flying fragments, every day fresh ruins are added to the old piles long ago covered by grass and weeds; and nearly every day one or two more are added to the list of non-combatants killed for no kind of military purpose.

And yet those that are left, and the whole of France with them, however badly they may cry in their hearts, "How long, O Lord, how long?" never doubt for a moment that the day of their deliverance from the nightmare of Prussia's barbaric cruelties is as certain as the dawn. Of all the fatal and futile mistakes that the German nation have made in their mad and vain effort to destroy the works as well as the rights of civilisation, the bombardment of the Cathedral of Reims is one of the maddest and least to be forgiven. It is the sin against the Holy Ghost, and it is being repeated nearly every day.

LANDLORD AND TENANT. ALLEGED UNLAWFUL DISTRAINT.

At the Hongkong Summary Court yesterday, Au Hin, trading as Au Hin Kee, contractor, 434, Reclamation Street, Yau-mat, sued the Tung Hong Yu, 237, Wing Lok Street, landlords of 380, Shanghai Street, Yau-mat, for \$1,000. Plaintiff is the monthly tenant of the defendants at 380, Shanghai Street, and on June 29th the defendants distrained upon the goods and chattels of the plaintiffs, and sold them. Plaintiff now claims \$883 as damages for improperly distraining, or, alternatively, for \$1,000 for trespass.

Mr. F. X. D'Almada was for plaintiff, and Mr. Grist represented the defendant.

Mr. D'Almada, outlining the case, said that the plaintiff was not in the habit of paying his rent with regularity, sometimes he was two or three months behind with it. Some time before June 29th the plaintiff left for Canton, leaving some *fukis* in charge of his premises. Whilst he was away the rent collector, a woman, came to the premises and asked for the rent. She was told that the master was away, but that when he returned he would pay the rent due. The rent collector then informed the *fuki* that the plaintiff had absconded and the *fuki* then asked the collector to come later in the day when he would pay a month's rent. The *fuki* then came to Hongkong with the object of borrowing the money with which to pay the rent. On his return in the evening he found that the rent collector had distrained on the premises on behalf of the landlord. The *fuki* again said that he would pay one month's rent, but the rent collector demanded the full amount. The collector also said that she had seized the premises by permission of the landlord, who had authorised her to do so. On the following day the *fuki* offered the collector two months' rent, but the collector refused to accept this, and seized and sold the whole of the goods on the premises. The sale of the goods was actually advertised in the Chinese newspapers. After the sale, and after objections had been raised, a proper distraint was obtained.

Mr. Grist raised the defence that the collector had no authority to distrain, and that she could only have done so with the written authority of the landlord.

After hearing the evidence his lordship gave a verdict for the defendant with costs.

HONGKONG MAGISTRACY.

THEFTS FROM A UNIVERSITY STUDENT.

A Chinese house-boy was sentenced to three months' hard labour for the theft of a gold chain valued at \$200, \$100 in money, and other articles from a University student by whom he was employed.

LARGE OPIUM HAUL.

On Tuesday morning Inspector Wildin, along with a number of Chinese Revenue Officers, made a search of the China, Java Japan Lijn steamer *Tjitarren* and discovered 1,580 tals of opium, valued at about \$16,000.

No arrests have been made.

JUNK MASTER AND OPIUM.

Inspector Wildin summoned a junk master for carrying opium on his junk, he having been concerned in the conveyance of 450 tals of opium.

Mr. B. Johnson was for the defendant. Inspector Wildin stated that the opium was found on the defendant's junk on July 26th and in connection with the seizure two men were undergoing twelve months' imprisonment.

Mr. Johnson said that his client was well aware that the fine for such an offence was \$5,000, but he was entirely ignorant that he was carrying opium on the day mentioned. The junk, he added, had been in the custody of the police for two weeks.

Mr. Wood found the man guilty and imposed a fine of \$300.

GERMAN STEAMER SUNK BY BRITISH SUBMARINE.

The German steamer *Westfalia*, with a cargo of coke from Rotterdam for Copenhagen, was torpedoed on June 27th (says the *Telegraph*) by a British submarine near Terschelling. Fourteen members of the crew were brought into Terschelling by torpedo-boats; one was drowned. The pilot, who was from Rotterdam, was wounded.

There are two German steamers named *Westfalia*. One, of 929 tons, built in 1912, is owned at Cologne; another, of 400 tons, built in 1897, is owned at Stettin.

SCENE ON A TRAMCAR. INSPECTOR ASSAULTED.

There was a sequel to a scene on a tramcar at the Hongkong Police Court yesterday, when a Chinese clerk employed at the Sailors' Home, named William Mak, was charged with assaulting a tramcar conductor named Li Chun, on the evening of August 28th, also with behaving in a disorderly manner and refusing to pay his fare. There was a cross-summons in which Mak summoned the tramcar Inspector for assault.

Mr. Leo d'Almada appeared for the clerk, and Mr. Shenton represented the tramcar Inspector on behalf of the Hongkong Tramway Co.

The Inspector said that on the evening of August 28th, about 8 o'clock, the defendant boarded the car near the Victoria Cinematograph. When asked to pay his fare he refused, saying that he had got on to the wrong car. The Inspector asked him to leave the car at the Post Office, but the defendant refused, and only left the car when it stopped at the King Edward Hotel. Here, following an altercation as to the paying of fares, the defendant struck him on the nose and mouth.

Replying to Mr. d'Almada, the Inspector denied that he attempted to push the defendant off the car when it was in motion, or that he pushed him off the car when it stopped at the King Edward Hotel. The defendant got off the car.

The defendant, who is a clerk in the Sailors' Home, said that on the night of the occurrence he left "The Blue Bird" with some ice cream which he intended to take home. He boarded a Causeway Bay tramcar at the Post Office about 8 p.m. The car was crowded, and when he had boarded the car he found he had made a mistake, and asked the conductor to stop it. The conductor said he would do so, and then someone behind the conductor (the Inspector) said, "If you do not want to travel on the car you had better get off immediately." He (the witness) then said "Do not push me, I will pay if you like."

When the car arrived at the King Edward Hotel the Inspector pushed him off, at the same time holding on to his hand. Witness said he would go to the police station if necessary, but the man continued to hold on to his hand and he just "shook him off." He denied using any bad language towards the Inspector.

By Mr. Shenton—He did not use "angry words in a foreign language." He did not assault the Inspector.

J. D. Watt, a clerk of the Harbour Office, who was on the tramcar at the time of the affair, said he boarded the car opposite the Wing On store. He saw the defendant board the car at the Post Office, and soon afterwards he heard the defendant say to the conductor that that was not his car and the conductor said he could get off. The car was travelling at the time, and when the car reached the King Edward Hotel the defendant and the Inspector left the car and witness did not know what happened after that, as the car went on.

By Mr. Shenton—He was not on the top deck of the car. He actually saw Mak board the car at the Post Office.

Mr. Wood, the Magistrate, said he was of the opinion that the clerk boarded the car at the Post Office, and that when he had boarded the car he found that he had made a mistake. The Inspector told him to get off, and as a result, the Inspector and the defendant exchanged some courtesies during the journey between the Post Office and the King Edward Hotel.

After the car stopped at the King Edward Hotel the defendant either got off the car or was pushed off. In the course of his duties the Inspector continued his conversation with the defendant. He (the Magistrate) did not think the Inspector wanted to arrest the man, but merely said that he ought to pay his fare. In the course of this conversation Mak hit the Inspector on the nose and mouth. He proposed to dismiss all the charges with the exception of the one of assault against Mak, for which he would be fined \$10. His Worship added that he thought the Inspector should have stopped the car in order to have allowed the man to alight. He was not at all satisfied with the Inspector's evidence.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 1st September is as follows:—

	Receipts for week	Aggregate receipts for 26 weeks
This Year	\$15,358	\$471,290
Last Year	17,749	508,855
Decrease	1,691	37,565

CORRESPONDENCE. THE SERVICE DOLLAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR,—Upon a day one went to the Treasury in London. He talked with one of the god-given ones therein who decide the fate of those poor ones in Hongkong, tight-bound in the King's service, self-help denied, safely ignored. The first spoke concerning a great wickedness—the "Service Dollar." Quoth the second, having listened a little, but understanding less, as is the fashion of his kind: "Well, you can take it from me, we shall not do a d—d thing for them!"

The wickedness has grown and ever grows more evil. Can none play Hercules? Can none move the god-given—and quickly? Or, themselves scatheless, will they not that can?—Yours, etc., PROMETHEUS.

MILITARY SERVICE ORDINANCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR, I added as an afterthought to the postscript to my letter to you this morning a statement as to exemption from jury service which was probably wrong.

I do not think the Ordinance has the result suggested. I shall be obliged if you will publish this correction.—I am, etc.,

EDGAR DAVIDSON.
Hongkong, 4th September, 1917.

"SERVICES' ENTERTAINMENT FUND."

The following subscriptions to the above fund were received by the Treasurer during the week ending August 31st and are gratefully acknowledged:—

Brought forward	\$2,690.21
A. Ritchie	5.00
H. A. Nisbet	5.00
C. D. W.	10.00
H. W. Bird	10.00
E. Davidson	5.00
W. J. Pingle	5.00
K. M. Cumming	5.00
J. H. Brister	5.00
E. Grant Smith	5.00
J. C. Nixon	5.00
H. B. L. Dawggin	5.00
H. M. J. Gompertz	5.00
P. S. Cassidy	5.00
R. G. Herbert	5.00
Dr. Forsyth	10.00
M. M. Maas	5.00
T. J. Fisher	5.00
E. A. M. Williams (June-July-August)	30.00
E. A. M. Williams	60.00
J. Paterson	5.00
E. Irving	5.00
S. J. Chinchin (July-Aug.)	10.00
A. G. Hewitt	5.00
F. B. Bowley	25.00
G. S. Archbutt	5.00
Total carried forward	\$2,915.21

* Monthly subscription.

\$—Donation.

T. Robinson (General Secretary).

F. G. B. Hastings, R.N.

(Naval Secretary).

C. L. Cooper-Huxst, C.F.

(Military Sec. and Treasurer).

AMERICAN AND INDIAN COTTON TO JAPAN.

The Spinners' Association has been negotiating with the N.Y.K., T.K.K. and O.S.K. for the contract of shipment of the American cotton for some time and it is announced that they have finally arrived at an agreement (reported in the *Japan Times* recently). By the new agreement, the three steamship companies agree to carry 200,000 bales of American cotton during the period from September to next February at the rate of \$1.50. Of the total 200,000 bales, the N.Y.K. will carry 60,000 bales, the T.K.K. 50,000 bales and the O.S.K. 90,000 bales.

But regarding the shipment of Indian cotton, no agreement has been reached, and it is considered that as the freight rate on the Indian line has advanced, it would be difficult to arrive at a satisfactory arrangement. The shipment of the Indian cotton begins in November and it is expected that 1,500,000 bales will be imported to Japan. Of the total shipment, 700,000 bales may be allotted to the N.Y.K., and 500,000 bales to the O.S.K., but the remaining 30,000 bales, which were formerly carried by the P. & O. boats, have no carriers, as under the present condition, the P. & O. line is unable to carry any cotton. The entire Indian cotton shipment must be carried by Japanese boats, and the Spinners will shortly open negotiations with regard to it, but it is reported that the steamship company desires to charge the present rate of 50 rupees. The question is considered very difficult.

"FRANCE CAN HAVE PEACE."

Germany is trying her old game of offering her enemies a separate peace. After an unsuccessful attempt with Russia, she is to-day making a novel effort with France.

The *Yorddeutsche Allgemeine Zeitung*, commenting on General Petain's recent letter to the French army, writes, "on the authority of the Chancellor:—"

"Petain keeps secret the fact, which every Frenchman feels, that England is the only obstacle to peace. France can at any time have peace with Germany—a peace that will in no way make her a slave of Germany, as Petain said, a peace permitting the resumption of a quiet, neighbourly existence between the two nations, as before the war."

ENEMIES IN CHINA.

WHAT WAR HAS MEANT TO THEM.

One of the important local questions which will arise, and has already in a minor degree arisen, as a result of the declaration of war by China on Germany (says the *N.C. Daily News*), is that of the sustenance of Germans who, by reason of the complete isolation in which they now find themselves, are no longer able to earn their livelihood by the commerce which was theirs before the war and which was still continued until recently though sadly diminished. It would be as well to point out that there is no appearance of any Germans, Austrians or Hungarians really being destitute at the present time, though the prolongation of the war to the extent already foreshadowed in Allied journals should certainly have the effect of impoverishing the moderately wealthy and reducing to destitution those of slender means. Indeed the auctioning of German household furniture, which has been marked of late, may be looked upon rather as a mobilization of resources than a measure brought about by immediate needs.

A GERMAN RELIEF FUND.

In 1914 the Germans formed a relief fund, Hilfsfond (1914), which on the face of it was designed purely as a means of maintaining Germans destitute through the war. Money was very soon forthcoming from the patriotic section of the German community. Not everyone contributed, if the account of one meeting held in the Club Concordia is to be believed. It was found that a number of Germans were not contributing despite the fact that they were perfectly able to do so, and a meeting was called last year for the purpose of considering some form of compulsion, as the result of which every German in funds had to subscribe an amount proportionate with his resources. Whether those funds have been put in use or not is not easily ascertainable, but it is a fact that no instances of German destitution came to public notice, though in the case of their Allies they were common enough.

Apart from the Hilfsfond the German community is a rich one and Germans appear to have stood together most effectively. A good test of this would seem to be the state of the Civil cases list in the Mixed Court. The prospect of creditors enforcing claims, which in a German Court might have met with little success, or in the event of enemy claimants none at all, would seem in the natural order of things to create a rush to the Mixed Court for justice once the Germans came within its jurisdiction. Such, however, is not the case and at present no proceedings for debt in the Mixed Court against Germans are pending.

ENEMY DIVIDEND FUND.

Another test of local German wealth would seem to lie in the amount of German money and property which has passed to British control as a result of British war legislation. This would comprise all German property administered by Britons before and during the war, dividends from shares held by enemies in British registered companies, debts due from Britons to Germans, etc. The Enemy Dividends Account is reported to contain something like \$400,000. If this really is in the nature of dividends and the like the capital value must be a very large sum and as the Germans are unlikely to have put all or even the greater part of their locally invested funds into British concerns, it would seem fair to assume that at any rate, the private wealth of the Germans here was no small amount.

FIFTY DOLLARS A MONTH.

At the same time there are clear indications that a goodly proportion of Germans are living in a state little removed from poverty. They seem to have a little money, probably from the Relief Fund and to make this go as far as possible house- with low rentals are taken and greatly overcrowded with occupants. Fifty dollars or so a month does not go very far in Shanghai; the figure may not be typical of the relief granted, but it is the sum given in some cases. Again some who have been able to secure lodgings have been fed at common expense at German boarding houses in Chaofong Road.

AUSTRIANS OTHERWISE.

If indeed the Germans appear to have their monetary affairs well in hand the same does not seem to be the case with their allies. There are a few Austrians whose private means are sufficient for their purposes, but there is little doubt that across the Sonchow Creek there is no small amount of poverty. There is not a great number of Austrians or Hungarians in Shanghai, but fully one-third of those not interned by the Chinese Government are living a hand-to-mouth existence. Chiefly, crime is their livelihood, they may be said to represent in Shanghai the foreign criminal class, resorting to opium smuggling as their principal source of income. It has been said that the enemy will not be interned until they ask for it, and that they will not demand it until poverty compels them. No immediate case seems to present itself for the internment of the Germans on that score—though there are a hundred and one other reasons why they should be—but they are now living on capital and a prolonged war may lead them to prefer this request. With regard to the Austrians, Hungarians and a few Turks there appears reason for suggesting that the state of their finances, the absence of organized relief and the fact that they seem to constitute the most undesirable element in Shanghai are sufficient grounds for internment them in the very near future. It would be a kindness to them and a relief to Shanghai.

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

SPECIAL NOTICE

to
CLUB SECRETARIES

AS

THE OPENING SEASON FOR FOOTBALL, CRICKET and HOCKEY

IS QUICKLY APPROACHING.

WE TAKE THIS OPPORTUNITY OF STATING
THAT WE HAVE AN EXCELLENT
SELECTION OF THE NECESSARY
REQUISITES FOR THESE GAMES
MANUFACTURED BY
WELL-KNOWN BRITISH MAKERS.

SPECIAL TERMS TO CLUBS AND COLLEGES

OUR ILLUSTRATED SPORTS LIST FREE UPON
APPLICATION.

18

A.V.C. FINEST OLD LIQUEUR BRANDY.

GUARANTEED 30 YEARS OLD.

V. D. CLARETS. V. D. SAUTERNES.
V. D. BURGUNDIES.

Stocked by HONGKONG HOTEL.

Obtainable at LANE, CRAWFORD & Co.

A. & B. MACKAY'S LIQUEUR WHISKY. THE ORIGINAL LIQUEUR WHISKY.

PRICE \$24.00 PER CASE DUTY PAID.

Has a fine mild flavour and a refreshing clean taste.

Obtainable at all Local Stores.

and at LANE, CRAWFORD & Co.

[467-2]

Powell Ltd
"TELEPHONE 346"

We are now receiving New Shipments for
**AUTUMN and
WINTER WEAR**
OF GENTLEMEN'S HIGH-CLASS
OVERCOATINGS, SUITINGS
AND
SPORTING MATERIALS.
BEST ENGLISH CLOTHS—MODERATE PRICES.
STYLE AND FIT GUARANTEED.

100

INTIMATIONS

WANTED.
From November 1st.UNFURNISHED HOUSE, Peak District.
Reply to—
"C. F. J." Office.
[986]

NOTICE

WE HAVE authorised Mr. WILLIAM EDWARD LEONARD SHENTON to Sign our Firm name as a Partner from the 1st day of September, 1917.
DEACON, LOOKER, DEACON & HANSTON.
Hongkong, 1st September, 1917. [987]

LOST.

A WHITE PERSIAN CAT. Finder will be suitably rewarded on returning same to—
"X. Y. Z." Office.
Care of "Daily Press" Office. [988]

UNIVERSITY OF HONGKONG.

SESSION 1917-1918.

THE UNIVERSITY is now open on September 15th.
Degree Courses in Medicine, Engineering, Arts including Education, also a Course in Commerce.
For particulars apply to—
THE REGISTRAR. [986]NATIONAL BANK OF CHINA, LIMITED
(IN LIQUIDATION).

(INCORPORATED IN ENGLAND).

Unredeemed Bank Notes.

NOTICE IS HEREBY GIVEN that any OUTSTANDING NOTES will be paid on presentation to the undersigned on or before SATURDAY, 29th September, 1917, at Noon.

AFTER THAT DATE, holders will find it necessary to claim repayment INSTEAD from the BOARD OF TRADE, LONDON, to whom the necessary funds will be remitted. THE BOARD OF TRADE make a charge for payment of claims out of monies deposited in the "COMPANIES LIQUIDATION ACCOUNT" at the Bank of England.
A. R. LOWE,
Liquidator.Chartered Bank Building,
Hongkong, 16th August, 1917. [986]

WANTED.

A BOAT and September by Local Shipping Firm LADY STENOYPIST—previous experience essential.
Apply—
Box 30,
Care of "Daily Press" Office. [971]

G. R.

NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The penalty for non-compliance is a fine not exceeding \$50. [58]

FOR SALE.

BAGS of USED HONGKONG POSTAGE STAMPS with duplicates, containing:
300 Stamps for \$0.50 1500 Stamps for \$2.00
500 " " 0.75 3000 " " 2.50
700 " " 1.00 4000 " " 4.50
1000 " " 1.40 6000 " " 5.00

GRACA & CO.

No. 4, WYNDHAM STREET,
Hongkong.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "ECUADOR."
FROM SAN FRANCISCO, HONOLULU
JAPAN PORTS, SHANGHAI AND
MANILA.

THE above-mentioned vessel having arrived from the above ports, Consignees of Cargo are hereby informed that their Cargo is being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on FRIDAY, 7th inst., at 10 A.M.
All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 9th Sept. will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,
R. C. MORTON,
General Agent.

Hongkong, 2nd September, 1917. [88]

HOUSES TO LET

TO LET.

IMMEDIATE entry. Four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.
For rent and other particulars apply to—
THE MANAGER,
HONGKONG ICE CO., LTD.,
48, Connaught Road Central [900]

TO LET.

OFFICES at 2, Connaught Road Central.
OFFICE in King's Buildings.
HOUSES in Broadway and Moreton Terrace.
HOUSES on Shamoon, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [28]

TO LET.

No. 26, BELLIOS TERRACE.
No. 2, FAIRVIEW, No. 3, Nathan Road, Kowloon.
A LARGE ROOM suitable for Office in Queen's Building (corner of Connaught Road and Ice House Street).
ONE GODOWN in Duddell Street.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings. [30]

TO LET.

A FLAT in Nathan Road, Kowloon.
FOUR-ROOMED HOUSES in Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings. [941]THE PENINSULAR AND
ORIENTAL STEAM
NAVIGATION CO.STEAM FOR STRAITS, CEYLON,
AUSTRALIA BOMBAY, EGYPT,
MEDITERRANEAN PORTS
AND LONDON.THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, CONTINENTAL,
AND SOUTH AFRICA PORTS.THE Homeward Mail Steamer, carrying His Majesty's Mails, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers, accommodation in the connecting vessel secured before departure from Hongkong.
Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding via Bombay to Marseilles and London.
Parcels will be received at the Office until 2 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc. apply to—
E. V. D. PARR,
Superintendent.S.S. "ATLANTIQUE."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Havre, etc., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 8th inst. at NOON, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 12th inst., or they will not be recognized.
All damaged packages will be examined on FRIDAY, the 7th inst., at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 2nd September, 1917. [2]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

PRIVATE RESIDENCE AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY

PRESS.

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CORTADO

EXTRA

\$3.25 per 100

A FIRST-CLASS CHEROOT

AT A CHEAP PRICE.

A. S. WATSON &
CO., LTD.,

CIGAR MERCHANTS,

TEL. 616.

[12]

BIRTHS.

HARROP.—At No. 1, Welmore Road, Shanghai, on August 30th, the wife of JAS. HARROP, of a daughter.
RALPHS.—At No. 6, The Peak, on Tuesday, 4th inst., to Mr. and Mrs. E. RALPHS, a son. [995]

DEATH.

KEELING.—At the General Hospital, Shanghai, on August 31st, FREDERICK GEORGE KEELING, aged 60 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C. LONDON, OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 5TH SEPTEMBER, 1917.

ARMADAS OF THE AIR.

We sorrowfully recorded the other day that a young life, which commenced only nineteen years ago in this Colony, had come to a glorious, though untimely, end in one of the many air-fights of this war. Despite the miracles of science, we still retain our highest admiration for the personal attributes of high courage and cheerful self-sacrifice, and those are the qualities which stand out prominently in the character of the late Captain MacDONALD, whose "swift triumphant fatal quest" was "crowned with the wreath that never perishes." His record was a remarkable one. Though still in his teens he had been in France serving with the Royal Flying Corps for eighteen months, and had won that coveted badge of bravery, the Military Cross. It is astonishing to recall that there are many others like him, mere boys, who have, during the past three years, given us a glimpse of the boundless daring and courage of youth. He was one of the thousands who, but for the war, would still have been leading a humdrum existence at college or in business. They have cast aside their cricket-bats and text-books and, in the spirit of adventure that animated the heroes of their boyish stories, such as DRAKE and FROBISHER, they have played a man's part in youth. Until the war is over we shall not know the full story of the aerial fights, but we have the assurance of Sir DAVID HENDERSON, head of the Air Service, that "These young men are the very salt of the earth." Nearly all the amaz-

ing exploits in the air, by which the destiny of mankind is largely being decided, are performed by men who were schoolboys only five or six years ago—some, indeed, when the war commenced. A few men of more mature age saw in the dazzling adventures of the air an outlet for their daring and imagination, but it needs the careless nerve of youth to guide an engine of destruction through the heavens—at speeds exceeding one hundred miles an hour. Such sangfroid was a characteristic of the late Captain GUY THORNE, so well known in Canton, who was recently reported as dying in a German prison, after having been brought down with his machine into the enemy's lines. These gallant young officers, so well known in this little outpost of Empire, compel our admiration, for they accepted with alacrity the greatest risks by fighting in the new element for the freedom of the world.

It is calculated that for every machine in the air it is necessary to have five on the ground, so great is the wear and tear on the rapidly revolving engines. But, no matter how quickly aeroplanes are turned out by our factories, the boys from the schools of Britain are always to be found eagerly awaiting their "mounts." It is the old British spirit that prompts them, and it is good to know that, whatever may be the defects of our civilisation or our education, the hot blood of youth still races through the veins of our British boys when they see any prospect of glory and adventure. We can but envy them their splendid excitement, and admire their magnificent dash and bravery. The future of the Empire is safe while its youth retains these splendid qualities.

Every month of war witnesses further developments of aerial navigation, and the latest feature of this new and amazing science is the growth in the number of machines which operate as a unit. All the recent air-raids upon England have been carried out by squadrons of aeroplanes. While it is true that the individual airman still has ample opportunities to act on his own initiative; yet it is obvious that we are witnessing a grouping together of machines into one unit which may conceivably lead in the near future to the formation of fleets of ships which flash through the air. It is, after all, only a repetition of the history of fighting at sea, except that progress in aeronautics has been so much more rapid. All the nations engaged in this war are devoting great attention to the construction and use of the new weapon. Probably the most feverish activity and the heaviest expenditure to-day is taking place in America, which has announced a remarkable programme of construction; but in Great Britain and in Germany, also, the most famous scientific intellects and the most up-to-date workshops are busily employed designing, improving, and building aeroplanes on a scale unbelievable three years ago.

It is obvious that the Germans have recognised that the airship has not justified the hopes reposed in it. The Zeppelin was more or less the creation of a German, and both were held in high honour in the country which gave them birth. Despite the hostile criticism of experts long before the war, the late Count ZEPPELIN maintained his blind faith in his own ideas, and, as we have since learnt, the psychology of the German people is such that they find it difficult, if not impossible, to criticise anything which is blessed by the Kaiser and the Court. Now the experts in Germany have learnt by bitter experience that the cumbersome airship, manoeuvred with difficulty, is extremely vulnerable. The war has demonstrated that it is the aeroplane, and not the Zeppelin, which is the really formidable instrument of invasion. Fast-flying squadrons of aeroplanes, constructed to carry explosives of great weight, have recently raided England, sometimes at such a height as to be scarcely visible. It is obvious that these visitations are likely to be frequently repeated, and that London will continue to be their chief objective. The only means of preventing these raids from becoming more and more successful is the adoption of an aggressive aeroplane policy by the British. Although the anti-aircraft guns, and the searchlights which assist them at night to find their quarry, were more or less effective against Zeppelins, they offer no adequate protection against invading aeroplanes. The practical experience of

the last few months has demonstrated beyond doubt that well-organised aerial patrols, with a system of rapid communication, are the only effective forms of defence. The Prime Minister has promised to give his personal attention to the problem of accelerating aeroplane construction. It is doubtless true that hitherto the Government has not devoted sufficient imagination to the new form of warfare. Senior Military and Naval officers unconsciously adopt an attitude, like that of the Admiral, who, when steam was in its infancy, refused to go on a ship carrying "a d-d tea kettle." The wonderful expansion of national industrial effort which produced the munitions which are now pulverising the German lines was due, not to officials bound up in red tape, but to the wonderful energy and unorthodox methods of Mr. Lloyd GEORGE, and the same means, we are confident, will be used to multiply our aeroplanes. In the meantime, while the effects of a visitation by a squadron of enemy machines over London must, of necessity, attract great attention and produce considerable excitement, let it not be forgotten that the real supremacy of the air is being fought for each day on the Western Front. It is now a common feature of the official reports issued by Sir DOUGLAS HAIG to include a reference to "most severe air-fighting" and to bombing attacks on places of military importance.

Engineer-Commander W. N. Macdonald, one of the victims of the Vanguard disaster, had completed nearly twenty-two years naval service, a large portion of which was passed in the Far East. His first ship was the *Narcissus*, and he was at Hongkong in 1907-10, and again in 1913-14, when he was appointed to the *Triumph*.

At the Hongkong Sanitary Board meeting yesterday, in connection with an application for the erection of certain conveniences at a new house in Kennedy Road, Mr. Bowley intimated: "I think that the Board should recommend the Government to introduce an Ordinance to prohibit the digging of the mud on the foreshore. Whatever the source of the smells are, the stirring up of the mud causes a public nuisance."

Entries for the V. R. C. Night Fete on Saturday next are well up to the average, and the various events should be keenly and closely contested. The programme includes a team race, 100 yards handicap, high dive, hurdle race handicap, ladies' nomination and a water polo match. Service men are asked to notify the Hon. Secretary as soon as possible of their intention to enter for the events. The entrance fee is one dollar for non-members. The first race starts at 9 p.m. sharp.

TYPHOON WARNINGS.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

September 4th, 1 p.m.
Typhoon in about 100deg. Long. E. and 10deg. Lat. N., moving N.W.

Typhoon in about 127deg. Long. E. and 15deg. Lat. N., direction unknown.

HONGKONG MAN'S
EXPERIENCES.

SUBMARINE AND AEROPLANES.

Inspector Kelly, of the Hongkong Sanitary Department, has recently written to a friend in Hongkong, and his letter contains several interesting items. Inspector Kelly, who left the Colony a few months ago with the object of joining up, says, *inter alia*:—

"We had one day's excitement (before reaching England). It was just after leaving—. The water was like a mill pond, and all at once the alarm was given that a torpedo was approaching. And, right enough, it was. We could see no making for us. The ship was twisted around and the torpedo went by the stern, only about 20 feet off. The torpedo was coming very slowly and seemed almost spent."

"Last Saturday morning there was a big German air raid right over this house where I am living. There were about 30 German machines, and a number of ours. I did not see any brought down, but there were several. I had my telescope, and had a fine view. There was not much damage done. I have joined the Royal Engineers."

"London seems to be full of Australian soldiers, 50 cent. of them wounded. They look a fine body of men."

CHINESE TELEGRAMS.

[FROM OUR PEKING CORRESPONDENT.]

THE LOAN TO CHINA.

PEKING, September 3rd.

The promised advance of ten million dollars to the Chinese Government has not yet been paid over, but the agreement provides that the money shall be advanced within ten days from August 31st, and it is understood that the money has been deposited in the Yokohama Specie Bank in the name of the Chinese Government, which will be empowered to draw a certain amount weekly.

EX-PRESIDENT'S APPEAL TO THE SOUTH.

Li Yuan-hung, has sent a telegram exhorting the Southern leaders to obey the Peking Government.

BANK OF CHINA NOTES.

Bank of China notes have depreciated to 70.

CHING-HSING COLLIERIES.

The Ching-hsing collieries, belonging to a Sino-German Corporation and situated on the border of Chihli and Shansi, are to be operated by the Kailan Mining Administration.

COOLIES FOR WAR WORK.

The Government propose establishing bureaux for the regulation of the recruitment of coolies for war work.

PIG-IRON FOR JAPAN.

The report that an agreement has been signed for an iron and steel factory to be carried out jointly by a Japanese Group and the Hanyehping Company is declared to be premature, though it is believed that details have been arranged whereby the latter will supply fifty tons monthly or more of pig-iron at half the market price to the Japanese furnishing the capital.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

THE FOREIGN LOAN.

PEKING, September 4th.

Liang Chi-chao went to Tientsin yesterday to discuss the question of the loan with representatives of a foreign bank.

FLOODS.

Railway traffic between Tientsin and Fengtien has been stopped by floods.

HEALTH OF LI YUAN-HUNG.

The President has sent a delegate to inquire after Li-Yuan-hung's health.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, September 4th.

THE NEW CIVIL GOVERNOR.

The Provincial Assembly has wired to Li Yew-hon, asking him to come to Canton at an early date. Li decided to start on the 4th and will assume his office as soon as he arrives. Two of his regiments, the 9th and 18th, arrived to-day. They brought with them four modern guns and 20 machine rifles. The Yamen has been decorated with national flags and flowers and everything is in readiness for the welcome to be tendered to the new Civil Governor. It is proposed that there shall be a lantern procession on the night when the Governor assumes office.
SOLDIERS STILL ARRIVING.The Tuchun is still ordering troops to return to the City. A great number have arrived during these few days and most have been sent to camp in the North and East suburbs.
EXPORT OF MONEY.

The Tuchun has instructed various Commissioners of Customs that the exportation of money above \$50 is prohibited.

THE GERMAN-CHINA BANK.

The Government has sent a European Deputy to Canton to take over the German-China Bank. He arrived in Canton yesterday and visited the Tuchun, accompanied by the Director of the China Bank.

The Italian Convent School in Caine Road, and its Kowloon branch—St. Mary's School—will re-open on the 10th inst.

THE WAR.

ENEMY AEROPLANES RAID ENGLAND.

BOMBS DROPPED AT VARIOUS PLACES.

THE GERMAN THRUST IN RIGA.

GERMANS OVERPOWERING RUSSIA'S MELTING ARMY.

AMERICA'S PREPARATIONS ON WESTERN FRONT.

Franco-Belgian Front.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

SUCCESSFUL BRITISH RAID.

LONDON, September 2nd.

Field-Marshal Sir Douglas Haig reports:—We repulsed a third attempt to capture our advanced posts south-west of Havincourt.

We successfully raided south-east of Monchy-le-Proux, destroying dug-outs and machine guns.

GERMAN REPORT.

LONDON, September 3rd.

A German wireless official message states:—An English attack on the Cambrai-Arras road failed. We reduced the French gain near Hurbise Farm.

ENEMY AERODROMES BOMBED.

LONDON, September 3rd.

Field-Marshal Sir Douglas Haig reports:—Our fire drove back a raiding party to the south-west of La Bassée. There has been considerable artillery firing north of Ypres.

Our aeroplanes dropped three tons of bombs on the enemy's aerodromes, with good results. We brought down two aeroplanes. One of ours is missing.

FRENCH FRONT.

FRUITLESS GERMAN ATTACKS.

PARIS, September 3rd.

A communiqué states:—There is a violent artillery duel between Cerny and Hurbise. The Germans made four attempted attacks west of Hurbise, but were everywhere checked by our fire. An attempt on Aillies Plentens failed also. There is great activity on the Sannois-Bouquet front, on the right bank of the Meuse. German aeroplanes bombed Dunkirk and Belfort. Several civilians were killed and injured at Dunkirk.

LATER.

A communiqué says there is a lively cannonade on the left bank of the Meuse.

GERMAN WASTAGE.

LONDON, September 3rd.

Reuter's Correspondent at the French Headquarters states:—Since the beginning of the battle of Verdun, ten German divisions have been withdrawn on account of losses. The enemy has now seven divisions in the line on both banks of the Meuse; therefore, seventeen German divisions are in process of exhaustion by the operations begun on August 30th. Since the beginning of August, the enemy has been obliged to withdraw thirty divisions facing the Franco-British Army in Belgium. The enemy altogether had forty-two divisions in the Flanders battle; therefore, in a single month the Allies have put forty German divisions out of action and at present nineteen others are being reduced by the same methods to the same condition.

THE CAMPAIGN IN FLANDERS

ARMIES FLOURISHING IN THE MUD.

LONDON, September 3rd.

The armies in Flanders are still flourishing in the mud, the enemy having the worst experience, living in continual suspense under unceasing shell-fire and the weird spectacles of the flashes of the guns in daylight and darkness, accompanied by bursting shrapnel, storm clouds and the explosion of the "heavies" throwing mud far and wide. The spirit of our Tommies is splendid. They refuse to be downhearted at the first touch of the Flemish winter.

Major Bannatyne, D.S.O., had a terrible experience when flying with the Gloucester regiment. His engine stopped in mid-air and the machine, catching fire, fell to the ground. Major Bannatyne, though scorched, crept out to the tail, followed by the flames. He then hung on with his hands to the framework and crashed into a shed. His condition is critical.

Russian Front.

[THROUGH REUTER'S AGENCY.]

RUSSIAN FRONT.

RUSSIANS ABANDON RIGA REGION.

LONDON, September 3rd.

A Russian wireless official message says:—The Riga region has been abandoned owing to the threatening situation. West of the Riga we retired to the line Bilderlingshot, Medem and Dalen. In the direction of Ikskul. The enemy penetrated positions near the Jaegel River. Some of our detachments voluntarily left their positions and retired to the north. We repulsed attacks with heavy losses in the direction of Focani.

RUSSIANS RETREATING.

A German wireless official message states:—We crossed the Dvina on both sides at Ikskul. Our troops are progressing in dense columns and are hastily proceeding north-east from Riga. Burning villages and farms mark the routes of the retreating Russians. We repulsed the Russo-Romanians between the Susita and Putna Valleys. Since August 28th we have captured 1,670 prisoners and six guns.

A SERIOUS OUTLOOK.

The German thrust against Riga is now serious. A crossing of the Dvina seems to have been effected eighteen miles from the town. The German thrust is momentarily directed against the Riga-Petrograd Railway. The German offensive on the Mitau road is also ominous, as the latter is the main thoroughfare across the Tird Marsh.

FALL OF RIGA.

A German official wireless message states:—Riga has been taken.

A MARCH ON PETROGRAD.

After the recent happenings on the Russian Front, the fall of Riga was not unexpected. It is too early to speculate on the possibilities which will accrue therefrom, but it is recalled that General Korniloff solemnly warned the Moscow Conference:—"If the Army does not help us to hold the shores of the Gulf of Riga, the way to Petrograd is open." While it is recognised that owing to the great distance the advance towards Petrograd would normally be a stupendous undertaking, it is possible the German High Command has decided that there could never be a better time than now, when confronted with the melting Russian Army.

Some military writers are of opinion that the season is too late for such an operation.

The Westminster Gazette says the attempt would be sheer madness, with such forces as the Germans have, and with winter coming on.

Other writers point out that the German Baltic Fleet may operate at the rear of the Russian Army, and that this will probably lead to interesting naval developments elsewhere. However, almost everything depends on whether General Tcherbatcheff, who recently took over command on the Northern Front, has sufficient dependable troops.

Aerial Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ANOTHER RAID ON ENGLAND

LONDON, September 4th.

A British official report states:—Enemy aeroplanes crossed the south-east coast at eleven o'clock last night.

The raiders dropped bombs at various places.

No reports of casualties or damage have yet been received.

A number of our aeroplanes pursued the enemy.

EARLIER CABLES.

RAID ON AN ENGLISH TOWN

LONDON, September 3rd.

Taking advantage of the lull in the storm, in brilliant moonlight the Germans indulged in a "tip-and-run" raid on a south-eastern town.

ONLY ONE RAIDER.

LONDON, September 3rd.

A British official message states that a single aeroplane carried out last night's raid. It dropped seven bombs on Dover. One man was killed and four women and two children were injured.

Italian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

ITALIAN FRONT.

ENEMY RUSHING UP REINFORCEMENTS.

UDINE, September 3rd.

Bad weather is interfering with the Italian advance. The enemy is rushing up reinforcements.

A FRESH ITALIAN ADVANCE.

LONDON, September 3rd.

An Italian official message says:—We have advanced further east of the Brestovizza Valley, capturing several dolinas. The prisoners taken on Saturday and Sunday, on the Julian Front, number 347.

ITALIAN AIRMEN BUSY.

LONDON, September 3rd.

An Austrian official message states:—Italian aviators bombed several towns on the west coast of Istria. Our aeroplanes drove back air squadrons making for Trieste.

The Balkans.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

THE BALKANS CAMPAIGN.

LONDON, September 3rd.

A German wireless official message states:—We repulsed the French north-west of Monastir.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMANY IMPRESSED BY PRESIDENT'S REPLY.

AMSTERDAM, September 4th.

It is reliably stated that President Wilson's reply to the Vatican has profoundly impressed German political circles.

It is expected that Herr Erzberger, at the next Reichstag meeting, will demand the immediate installation of a Government responsible to the Reichstag.

He will also propose that the allegiance of Alsace-Lorraine should be decided by the inhabitants of Alsace-Lorraine, and a general disarmament after the war.

THE RECENT HURRICANE IN ENGLAND.

DAMAGE LESS THAN WAS FEARED.

LONDON, September 4th.

The Food Production Department reports that the actual damage caused by the recent gale has proved less than was feared.

There are hopes of saving the bulk of the corn harvest.

NEW ZEALAND LOAN OVER-SUBSCRIBED.

WELLINGTON, September 4th.

The first instalment of £12,000,000 for the War Loan has been heavily over-subscribed, the subscriptions already amounting to £18,000,000.

U.S.A. FIELD HEADQUARTERS IN FRANCE.

LONDON, September 3rd.

An Associated Press Correspondent at the American Field Headquarters gives an interesting description of the preparations along the length of American lines of communication on the Western Front for the reception of a big American Army in 1918.

The Correspondent refers to the unlimited assistance the French are rendering, including the lending of thousands of German prisoners, the majority of whom are preparing a remarkable aviation camp, where accommodation will be provided for 15,000 student flyers. The aviation field is several miles square, and is probably the largest in the entire war-zone.

The Americans are at present studying at French schools with marvellous machines. They are regarded as apt pupils.

There are big quartermaster stores having specialist managers.

There have also been established reserve bases, from which the field and base hospitals will be supplied.

SOLDIERS OF FREEDOM.

WASHINGTON, September 4th.

President Wilson, in a message welcoming the new soldiers recently selected for the National Army, declares that the eyes of the world are upon them, because they are, in a special sense, the soldiers of freedom. "Let us set for ourselves a standard so high that it will be a glory to live up to it. Then let us live up to it and add new laurels to the crown of America."

THE DYNAMITE OUTRAGE IN MONTREAL.

SUICIDE OF A PERPETRATOR.

MONTREAL, September 4th.

Le Duc, one of the anti-conscriptionists who exploded a charge of dynamite at Lord Athelstan's residence, committed suicide when surrounded by the police. Le Duc, who was well connected, was a drug victim.

TO ACCELERATE SHIP-BUILDING.

LONDON, September 4th.

A Committee of employers and men of the shipyards on the Tyne has been formed to accelerate shipbuilding and avoiding wastage of man-power.

EARLIER CABLES.

WHAT THE KAISER PROPOSED

PARIS, September 3rd.

Telegrams from the Kaiser to the Tsar of Russia at the end of 1914, taken from the Russian archives, are published in the New York Herald. They show that the Kaiser, during the Russo-Japanese crisis, dreamt of a Franco-Russian-German alliance against Britain. He attempted to induce the Tsar to sign a secret Treaty, whereby France and the world would have been faced by an *fait accompli*, but the Tsar, after momentarily appearing to agree, changed his mind in view of the events at Algiers.

The telegrams which passed between the Tsar and the Kaiser show that the Kaiser took advantage of the Dogger Bank incident and the difficulties of coaling the Russian Baltic Fleet on the way to the Far East to impress the Tsar with the proposed new Russo-German alliance against Britain, assuming that France, as an ally of Russia, would be compelled to join them. The Treaty of Alliance was actually drafted. The Tsar wished to show the draft to France before its signature, but the Kaiser was of opinion that this would be dangerous, as France would immediately inform Britain, and Britain and Japan would doubtless immediately attack Germany, of whose small fleet their enormous maritime superiority would soon make short work. On the contrary, if the Treaty were signed, France would urge Britain to remain quiet, through fear of France's position being jeopardised.

LATEST CABLES.

RUSSIAN AFFAIRS.

DEATH OF EX-PREMIER.

PETROGRAD, September 4th.

The death is announced of the ex-Premier, M. Stuermer, the notorious pro-German intriguer.

EARLIER CABLES.

DON COSSACKS DEPRIVED OF PRIVILEGES.

LONDON, September 3rd.

The Times says that the Petrograd Government has cancelled the ancient territorial privileges of the Don Cossacks. It is unlikely that the Cossacks, who up to the present have been very law-abiding, will tamely submit.

GRANDIOSE GERMAN SCHEME

A MILITARIST STATE OF NEGROES.

LONDON, September 3rd.

The Times in an article on Germany's grandiose world policy, says:—The German overseas policy is essentially one of *Machtpolitik*, whatever may be the garb it wears for the moment. Germany wants back her colonies, not primarily for their economic value but for their military value. It aims at the creation of a great militarist State of negroes commanded by German officers and disciplined by them in German methods of warfare. They want such a State with their own supplies, their own munition factories and their own naval bases, because it would dominate the African Continent and destroy the security of the Mediterranean.

The Suez Canal could be easily linked up with Central Europe, which it could flood with black armies and threaten from a score of naval bases the Cape route to India, to Australia and to the Far East and thereby prevent England from again concentrating her full naval forces in the North Sea.

AFFAIRS IN GREECE.

ATHENS, September 3rd.

A Commission has been appointed to investigate the charges against preceding Governments. It is reported that the members of the Skouloudis Government are accused of plotting for an absolute monarchy and conniving at murders.

DOWN WITH THE KAISER

BELGIAN SOCIALIST APPEAL AGAINST THE EMPEROR.

The Belgian delegates to Stockholm—Messrs. Vandervelde and Brouckere—have issued a memorandum setting forth their views on peace terms and on the question of meeting German Socialists in conference.

They declare that the war is one between democracy and feudalism, that events have proved that in the enemy countries democracy has been powerless at critical moments, and must remain so so long as the constitutions of the enemy countries remain unchanged. They note that the German minority Socialists also hold this view.

The Socialist duty, they assert, is defence against the aggression of German imperialism, but they declare against any scheme for the dismemberment of Germany, or Austria-Hungary, or any economic league against Germany, or any attempt to submit Germany to "tribute."

"We do not," they say, "conceive any durable peace to be possible while the Hohenzollerns and Hapsburgs retain their present power. The greatest danger is less the free countries should accept a precarious peace."

"It should be thoroughly understood," they add, "that we refuse not to meet Germans, but to associate with the creatures of the imperialism of William and Karl. We have no objection to make common action with those in the Central Empires who oppose the policy of aggression and conquest. We would not refuse to meet the majority Socialists if, renouncing their present errors, they openly and powerfully took part against their Emperors."

The Belgian delegates are clearly in favour of an Allied Socialist conference in London to formulate a peace policy before a general conference in Stockholm.

TRANSPORT DIFFICULTIES IN GERMANY.

That transport difficulties are increasing in Germany is shown by the following announcement in *Germany*:—"No more Berlin children can be sent on a holiday to the country, unless the sum of 3s. be paid for the transport of each child, regardless of the distance travelled. Free transport is entirely suspended. Moreover, the choice of allied or neutral countries as a place of temporary sojourn for Berlin children is becoming very restricted. In Hungary, for certain reasons, all further facilities have ceased, and persons who have already sent in demands for accommodating their children in that country are requested to withdraw them at once in writing."

THE BRITISH M.L.S.

OVERSEA & INTERSEE BOATS.

[BY HERALD BISS.]

Here is the romance of the "M.L.s." (motor-launches) built on the other side of the Atlantic for patrolling the waters round the British Isles against the Hun U-boats, which has at last been given to the public on the other side owing to the enterprise of the *Motor Boat of America*.

Many references to them have appeared, especially in America; but very little has actually been known either of the boats themselves, the uses to which they were being put by our Admiralty, or the remarkable accomplishment of their construction at the rate of more than a boat a day by a comparatively small firm, financed by backers when even American bankers looked askance at this biggest undertaking in the history of boat-building.

Bankers would not credit that a company which, in time peace, built perhaps a dozen yachts and twenty or thirty smaller craft, could tackle a \$2,000,000-dollar (\$4,400,000) contract and turn out so many boats on totally new lines in such a short time; but Mr. Sutphen, the vice-president of the Elco Company, of Bayonne, N.J., and outside financiers were prepared to back their opinion. Our Admiralty had awakened to the urgency of the German submarine campaign and had sent a special commissioner to the States in February, 1915, who got into touch with Mr. Sutphen and "cottoned on" to his idea of a "mosquito" fleet big enough to patrol our coastal waters.

The idea soon crystallised into a type, and early in April a contract for 50 of these "chasers" was signed for delivery by February, 1916. Then in May came the torpedoing of the *Lusitania*, which gave things such an impetus that an order for more was that same month fixed up by cable for delivery by November 15th, 1916, which only allowed the Elco 501 working days, Sundays excluded. However, Mr. Sutphen had realised from the beginning that the only possible way and the touchstone of success was scientific standardisation, such as had in comparatively small machines made possible the immense output of the huge American motor factories; but, to produce a boat with twin six-cylinder "Standard" motors, capable of making high speed in all weathers, and a carrying capacity in addition of 20,000 pounds of supplies, guns, ammunition, and water, involved half a million separate and distinct parts. Each one of these pieces, large and small, had to be duplicated as many times as required and assembled, and any one of those half million parts a fraction wrong would have thrown out the whole series.

To meet market shortages white oak from Virginia and yellow pine from the south had to be contracted for—four million feet of it in 42 feet lengths, and as much ash, pine, and other wood for joinery work. Three million pounds of various metals and piping, enormous quantities of electric fittings, 150,000 gallons of paint, 61,050 feet of Manila rope, 310,000 feet of galvanised nails, 250,000 pounds of copper nails, 400,000 pounds of galvanised washers and rings, 1,000,000 iron bolts and nuts, 3,700,000 wood plugs—these represent a few of the figures involved in this colossal new feat of naval engineering against time.

The crux of the whole job was the making of the templates, moulds, and patterns for the first or master boat. After that it was simply duplication, with perfection of accuracy, and the assembling at Montreal and Quebec.

Then, when complete, by express across the thousand-mile stretch of rail from Quebec to Halifax, for their tests and subsequent shipment to this country after they had been handed over to the British authorities. One hundred and thirty transoceanic were required to take the "M.L.s." across with all their spares and equipment; and every one of them got over safely. Two days after arrival they were in the water and ready for their Admiralty tests.

It was a colossal masterpiece of organisation effected by standardisation, and shows what unexpected things can be done when they have to be done.—*Daily Mail*.

GRAVE SHIP LOSSES.

ADMIRAL JELlicoe'S URGENT APPEAL TO BUILDERS.

The Iron and Steel Trades Confederation recently received a message from Sir E. Carson, First Lord, and Admiral Jellicoe, First Sea Lord, which said:—

"The Board of Admiralty wish to impress upon all engaged in building or repairing ships how serious are the times in which we live. Every day merchant ships are being sunk, and we need to use all our resources to prevent our being threatened with starvation. The enemy knows this and has staked everything upon it. If he succeeds, victory will rest with him, but if he fails, his defeat is certain."

"There are only two weapons that we can use, and both can only be forged in the shipyards of the country. One is the class of warship that enables the Navy to hunt and destroy the enemy's submarines; the other is every new merchant ship that takes the place of a ship that has been sunk. Upon the men of the shipyards and engineering shops depends entirely the output of these weapons. We who are secure in our homes owe it to the brave men who are dying hourly for us on sea, on land, and in the air to spare no effort to give them the weapons with which to win the war for us."

"The Board of Admiralty are confident that in the supreme crisis of our history the men of the shipyards and the workshops will see to it that this appeal shall not fall on deaf ears."

OUR LONDON LETTER.

(FROM OUR OWN CORRESPONDENT.)

THE REMOVAL OF THE BAN ON RACING.

PUBLIC OPINION AND DAYLIGHT AIR RAIDS.

LONDON, July 9th.
An officer (friend of mine) who has been on special duty in Norfolk tells me that he went over to Sandringham a few days ago and was vastly interested in rambling round the grounds. All the beds and borders which were formerly at this time of year ablaze with lovely colouring are in these days devoted to vegetables. Potatoes have ousted roses and countless other flowers from pride of place, and the beetroot, carrots, cabbages and the like flourish where the gardeners of peace time designed wonderful schemes of "carpet bedding." Food production is the order of the day by command of his Majesty. A large number of oak trees are growing in the grounds from acorns gathered on the battlefields of Verdun. "Didn't the Kaiser plant an oak tree at Sandringham when he came here?" inquired my friend of one of the gardeners. "Yes, sir, he did," the man replied, "but it died soon after the war started!"

PUBLIC OPINION.
Of late the public attitude towards those in authority has undergone a change. It is to be discovered in a sharper note of criticism in the Press, and in the course of conversation among people in public and private. All through the war until recently there was hardly any criticism of public men. The nation gave them its complete confidence. Press and public, inspired by a spirit of splendid patriotism, felt that no word or action on their part should weaken or worry the men in power. They should be allowed to get on with the war. Now the feeling has taken root that we ought to have a good deal more information about the conduct of affairs. The vagaries of the conduct arouse suspicion that things are being withheld that the nation ought to know. The story of the Mesopotamia tragedy has shaken confidence. The air-raids on London anger "the man in the street," who sees in the immunity enjoyed by the Hun proof of slackness or negligence in high places. Ministers, soldiers, officials and others responsible for the guidance of affairs have escaped public criticism for the last three years, but they must be prepared to submit themselves to a sharper judgment from now onwards. And, after all, that is as it should be in a democratic country.

BABY WEEK.
The National Baby Week just concluded is considered to have been a gratifying success by those best qualified to judge. The appalling wastage of life owing to war impresses every thoughtful man and woman. The question is constantly asked, "How shall we recover from the loss of the flower of our manhood?" To this the only answer is that the future of the race depends on the children of to-day. If we are able to solve the problem of infant welfare now we shall escape from a more formidable problem of man-power to-morrow. Over 2,000 infants are lost every week in this country under the age of one year, and 3,000 under the age of five years; and medical men say that at least half these lives could be saved by care, by knowledge, and by proper nourishment.

The ignorance and indifference of parents with regard to the upbringing of their children are a blot upon our civilization. Considered from the standpoint of the State, this state of things is a monstrous scandal. Over a long course of years politicians have had the time and energy to legislate for the health of horses and cattle so as to ensure the maintenance of a big head of stock by eliminating disease; but they neglected to legislate for the ultimate welfare of the race. A cynic would probably say that owners of stock are well represented in Parliament, but babies are not on the register. However, the war has forced the question of child preservation to the front, and Baby Week has appealed to the imagination of the general public. The inauguration of the promised Minister of Health in connection with Mr. Fisher's Education Scheme cannot be much longer delayed.

THE BAN ON RACING.
Though the world is convulsed by war and thrones totter horse racing goes on for ever. The Government have withdrawn their edict prohibiting race meetings, the Jockey Club being informed that "the War Council have decided that, in view of the national importance of horse breeding, a limited amount of racing may be allowed in England from the middle of this month to the close of the flat racing season."

When the prohibition was first issued the Irish discovered that it was another injustice to Ireland, and agitated in approved fashion with the usual result. An exception was made in favour of "the most distressful country." Of course this knocked the bottom out of the argument for banning racing that its continuance meant feeding up the rich man's thoroughbreds with corn required for the poor man's loaf. The withdrawal of the order as regards England has naturally followed. The incident from start to finish shows how risky it is to interfere with sport, especially when it is backed by powerful interests. Even a war Government which tries to put to hurt itself. It is also delightful to have it conceded that horse breeding cannot be carried on unless a certain number of animals are permitted to put their best leg forward on Newmarket Heath.

NO STATE CONTROL IN WAR TIME.
Some time ago I ventured the prediction that we should not have State Control of the liquor trade yet awhile. The subject has now been definitely postponed. I understand that the Government were told very plainly that any attempt to interfere with the drink question beyond what has already been done would result in serious trouble with the working classes all over the country. Even as things stand workmen are persuaded that

(Continued at foot of next column.)

4,000 AEROPLANES A MONTH

OUTPUT THAT BRITAIN CAN EASILY ATTAIN.

[BY C. G. GREY, EDITOR OF THE "AEROPLANE."]

The question is asked whether it is possible to turn out 4,000 aeroplanes a month, the assumption being that such an output would be sufficient to give us permanent superiority in the air. Such an output is quite possible if intelligently organised.

First of all, it is necessary to define what one means by an aeroplane, because obviously it will take longer to build a big bomber machine than a little single-seater scout. Therefore we may as well fix a standard for calculation, and the standard should obviously be the ordinary two-seater machine, such as is used for training purposes or reconnaissance or photography, and sometimes for lack of something better—for bomb-dropping.

It is important to remember that a big bomb-dropping machine will carry as much as two tons of bombs, and war, therefore, be reckoned as being worth as much for its job as six ordinary two-seater machines carrying perhaps 500 lbs. or 600 lbs. weight of bombs apiece. Consequently, if it costs six times as much in man-power and material to build as a smaller machine, and does six times as much work, it may fairly be counted as six machines in our calculations.

It used to be a kind of accepted standard that it took 4,000 man-hours to build an ordinary two-seater aeroplane. That is to say, a factory employing 400 men working ten hours a day, should produce an aeroplane a day. This works out nearly enough right in practice, for a 400-man factory ought to turn out six machines a week, and a little shop with forty men might do one machine every ten days. That is independent of the engine.

SIXTEEN PLANES AN HOUR.
Now, 4,000 machines a month means 1,000 a week, or roughly 160 a day. Allowing a ten-hour day, we find we have to turn out sixteen machines an hour.

We have already assumed that one machine costs 4,000 man-hours, or theoretically that 4,000 men could build one aeroplane in one hour. Therefore, if we want to produce sixteen aeroplanes in one hour we shall need 64,000 men.

Whence we deduce that 64,000 men employed on aeroplane work can produce sixteen machines an hour, or 160 machines a day, or 960 a week, or 3,840 a month, which is near enough to our demands.

Sixty-four thousand men does not seem a startlingly large number for a whole industry, but it must be remembered that those are only the men employed in the actual aeroplane works, building the aeroplanes and putting them together. Over and above them are all the people who make the things which are "raw material."

If one started to separate out these people employed on aircraft parts from the other hands in the same employ, one would soon find them running into tens of thousands. Therefore, on the assumption that 64,000 men would be needed for the purely aircraft work of producing 4,000 aeroplanes a month, one would not be far out in reckoning that something like a quarter of a million people would have to be concerned in one way or another in turning out 4,000 aeroplanes a month.

Of course, it can be done quite well, though it is always more difficult to find material than hands for the work. Still, that difficulty could be overcome.

Also, by leaving the design of aeroplanes and their parts and fittings in the hands of experienced and capable designers we could use much more common materials than are used to-day when a lot of young men—extraordinarily clever in their own estimation—insist on the use of special materials.

they are the victims of a conspiracy on the part of teetotalers bent upon prohibition. This belief is strengthened by the fanatical speeches in Parliament by the cold water party; and, of course, whatever happens the country will not stand extreme measures being forced upon the Statute Book under cover of the war.

Being wise in his generation, Mr. Lloyd George appreciates that much of the unrest in the Labour world is due to the restrictions imposed on the sale of alcohol. Even men who never touch anything stronger than water believe that too much has been done already in that direction. Personal liberty is assailed. But a halt has been called. An indication of the trend of public feeling and its effect politically is afforded by the way the Government have had to climb down over the beer question. They proclaimed with a flourish of trumpets that as corn was wanted for food the brewers could not have barley beyond a certain quantity; but there has been such a rumour among agricultural labourers and in munition areas that the minimum officially fixed is to be exceeded by many millions of barrels forthwith.

ANOTHER AIR RAID.
It is not pleasant for English people to look skywards on a sunny July morning—as hundreds of thousands did two days ago—and watch Hun aeroplanes calmly sailing up to London. Nor does it soothe one's feelings that after bombing London the enemy is able to sail homewards again with only trifling loss. Our own airmen have established such complete supremacy in the air along the Western Front that these raids on the Capital are regarded as something in the nature of a humiliation.

From what I can gather in really well-informed quarters the best use is not made of our fliers when the Germans raid England. The enemy aeroplanes now come over in squadrons in battle formation, but our machines are not sent up in squadrons to fight them, but take the air in twos and threes. It is as if a general sent his armies into battle by brigades. Fighting in "penny numbers" is the description of one able critic. There is faulty Staff work, no doubt, and nothing will satisfy the public except such an improvement of our defences as will make air raids on London too costly for the enemy. With all our resources we ought to be able literally to smother raiding squadrons every time they come over.

SUBMARINE TO FIGHT SUBMARINE.

BEATING THE U-BOATS.

[BY DR. R. ANEMA, A WELL-KNOWN DUTCH THINKER.]

The problem of the destruction of the German submarine has not yet been solved. The latest news indicates, it is true, a decrease in the number of merchantmen sunk, but the reports are less encouraging so far as France is concerned. At any rate, the number of merchantmen sunk is still appallingly great.

Without forgetting for one moment the excellent measures taken by the Admiralty to combat the evil, such as metal nets, small surface vessels, seaplanes, and the arming of merchantmen themselves, the writer wishes to call attention to a measure that might be taken now that America, with its thousands of excellent technical hands, has entered into the war. I refer to the submarine itself as a factor in the destruction of the submarine. The measure seems almost too simple to be advocated, and it lacks the attraction of novelty. It consists in opposing equal to equal (submarine against submarine).

It is as a neutral, devoted friend of the Allied cause that I propose in all modesty my idea to the highly competent technical advisers of the Allies, with the following explanatory remarks:—

Qualities of a fleet of submersible destroyers should possess:—The submarine destroyer, built with the object of sinking U-boats, should be twice the size of the boat it has to attack, should have double the surface speed and diving capacity, the external plating should be twice as thick as that of its adversary, and its armament should be twice as powerful.

Supposing Germany possesses 300 submarines, the Allies should have a fleet of 3,000 submersible destroyers to chase the 300 pirates. This fleet of submersible destroyers should be divided into different squadrons, to be stationed in waters which the pirate mostly haunts. Each squadron should be ready to start out as soon as a German pirate has been signalled in its zone.

Why the technical success of the submarine destroyer seems to be assured: Taking the submarine as it exists, the application of my idea, from a technical point of view, has this advantage, that it has not to go through the stages incumbent on an altogether new invention. The necessary stages of every new invention are: (1) The conception of the idea in all its technical details; (2) the trials and experiments before the idea can be put into practice. All this means time, which, at the present, is an exceedingly valuable factor.

Why the submersible destroyer should be more practical than the surface destroyer: Why do I imagine that the submarine itself can be made specially effective in hunting the submarine? In answering this question I would recall the habits of a certain tiny Javanese duck which lives almost as well under as above water. In presence of danger it dives, usually long before the hunter can reach it, just as the German submarine dives as soon as it smells danger. To approach the duck the hunter makes himself almost invisible. His gun lying in front of him on the bow of the boat, he lies prone in an extremely low and small canoe, paddled by a clever little native. Were he able to convert his surface canoe at will into a submersible, to dive and reappear close to the flock of ducks, he certainly would have a better chance of surprising them than now, when he has to remain a long way off and trust to a skill that few shots possess.

The ocean-going German submarine (we know this from the log-books of their commander) keeps out of the way of its enemies. The submersible destroyer would have another advantage over the surface destroyer: that of being able to make itself invisible by diving if attacked.

Lack of adaptability, a weakness of the Allies in this war: I believe that the Allies in this war have often been behindhand in adopting the ideas of others. They should have been quicker to adapt war methods, even those of the Germans, who, having prepared for almost half a century for this war, doubtless had devices worthy of imitation. One of their ideas was the siege guns which reduced Liège and made Charleroi possible. An instance of German adaptation is the Zeppelin, an engine not theirs originally, but which in their hands has become a force in naval battles. Then there is the submarine.

I am of opinion that the Allies underrated the technical capacities of their opponents. To underrate one's enemy is a mistake. Even now, after three years of war experience, one hears intelligent people say that the Germans only imitate. For argument's sake let this be granted. There are, however, moments when the adaptation of principles and devices proves more useful than new inventions. The Germans have realised this. They adapted such inventions as the dirigible, aeroplane, and submarine, and with these "perfected" engines they are doing an immense amount of harm, so much so that at a certain moment it looked as if the pretended submarine blockade of the English coast had become a reality.

I sincerely hope the Allies will take this lesson to heart. I am convinced they can do it now by adapting an invention of their own, that of the submarine, and building a large fleet of submersible destroyers. It should not take them long, now that America is with them, to launch some 3,000 speedy, heavily armed undersea destroyers.

As for the crews, it should not be difficult for America, which has taken a great pride in her Navy since the War of Independence, to find the intelligent and valiant sailors necessary.

This undersea fleet would, I believe, soon out-manoeuvre if not altogether destroy the relatively small number of German pirates manning her U-boats.

(Continued at foot of next column.)

HOW NOT TO DO BUSINESS THE OFFICIAL WAY.

The following article will be read with interest by those who are wondering at the delay of the Imperial Authorities in dealing with the Service dollar question:—

Do you know what happens when you send a note to a really up-to-date Government office?

The head of one Department recently explained to me his system for dealing with correspondence. "Every communication reaching here is dealt with in the same way, even if it is merely a note saying that someone will call to see us," said he. "First it is taken to the department for opening correspondence, where it is opened, examined, and the price made of it. This price is read, checked with the original, both documents are given a filing number, and then it is permanently filed in its proper docket, a docket being made for it if necessary. It is, of course, marked with the date and hour of receipt."

Then the note, properly endorsed, is placed in a basket and carried to the letter-distributing staff. They sort it into the basket of the sub-department where it has to go, and in due course a clerk goes round and delivers it to the man to whom it is addressed. When he has finished, the letter goes through another reverse process until it comes back to the letter-filing staff, who file it. In five years' time, if Mr. Brown who wrote that letter tries to say that he made the appointment for eleven o'clock in the morning and we were not there (all twelve, we shall be able in a minimum of time to produce his original document and prove that he was wrong. That's the system!"

The office, I should say, is connected with a Dominion Government which employs several thousand clerks in London and at some base ports in France in keeping its files and papers. But much the same method applies in British Government offices.

An able business man was given a responsible post in a new Government Department. He had to deal with the applications of men for employment, and each day several hundred applications were received. "I could deal with five out of six of the letters at once," he said. "My system in keeping tabs of vacancies would enable me to do so. But each application has to be docketed and my recommendations have to go the rounds of the various heads of Departments. It takes a fortnight to make the round, before they have all been seen, read, and initiated. We rarely do it in less. When the improved recommendations come back at the end of a fortnight the opportunity is usually past."

A fortnight seems to be the usual time for documents to go round the responsible heads of some big Departments. On one occasion I attempted to force a Department to an early decision. Finally I saw the head man. He was frankness itself. "You are asking me to do an unheard-of thing," he said, "to make a decision on my own responsibility. Evidently you think I am still as I was before the war, director of ——" Here he named one of the most progressive business houses in England. "My dear sir, I am a Civil Servant now. I am debarred from taking individual responsibility and my head would quickly come off if I did. I know how urgent your business is. Write me a very emphatically worded personal letter and I will pass it on at once and try to get the matter through as soon as I can." He actually did get it through in two days under a fortnight. In civil life we would have settled the affair between us in two minutes.

The system endures. Dickens scoffed at it, satirists for generations have lashed at it, reforming Ministers have tackled it. The system is stronger than them all.—F.

The war is not over yet, and the victory of the Allies is still some way off. I who know the Germans am convinced that the Central Station will put up as strong a defensive action as the offensive with which they began. The declaration that the decision of this war lies on the seas becomes more and more true. The submarine for Germany is an extremely powerful weapon and a great factor in a peace "without annexations or indemnities," which for them would mean victory.—Daily Mail.

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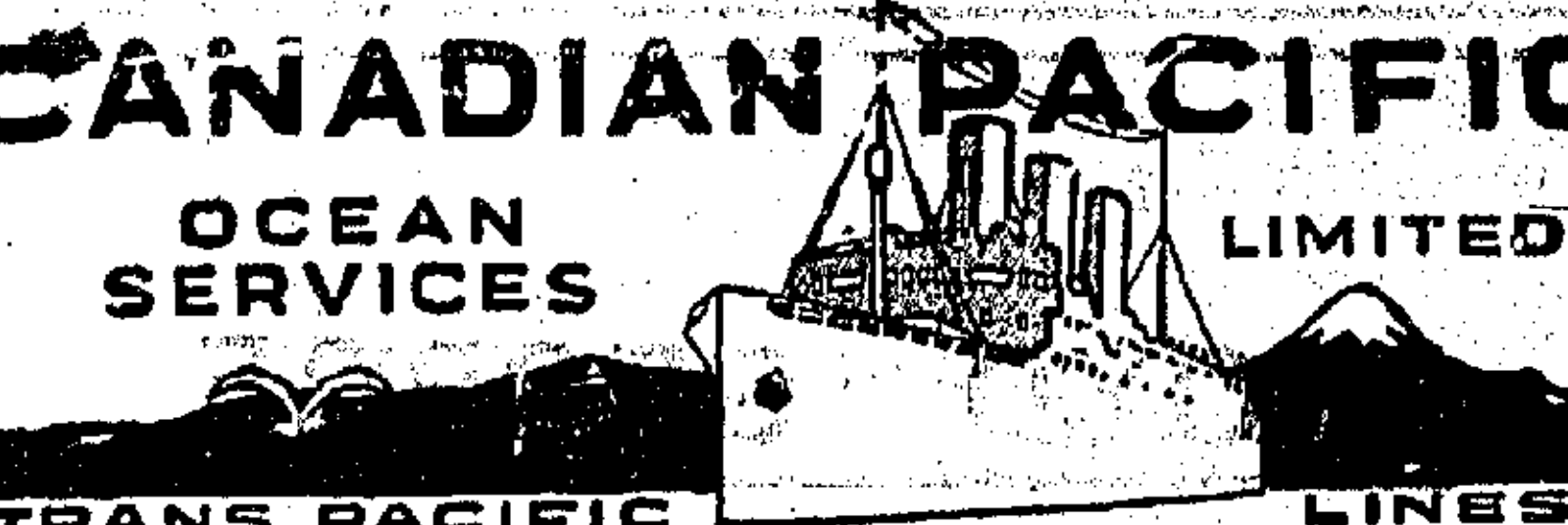
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MANILA	“YUENSANG”	Saturday, 8th Sept. 3 P.M.
MANILA	“LOONGSANG”	Saturday, 15th Sept. 3 P.M.
HAIPHONG	“TAKSANG”	Sunday, 9th Sept. 7 A.M.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.
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S.S. “ARAKAN”	16th September.
S.S. “TJISONDARI”	15th October.
S.S. “BINTANG”	17th November.
S.S. “TJIKEMBAR”	16th December.

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